


		NTSB ID: CHI96LA069		Aircraft Registration Number: N39244	
		Occurrence Date: 12/29/1995		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place WINNER	State SD	Zip Code 57580	Local Time 1700	Time Zone CST	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer TAYLORCRAFT		Model/Series BC-12 /BC-12		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***</p> <p>On December 29, 1995, at 1700 central standard time, a Taylorcraft BC-12, N39244, was substantially damaged when it lost control during takeoff climb and impacted the terrain near Winner, South Dakota. The pilot was seriously injured. The 14 CFR Part 91 flight had departed a stubble wheat field. The pilot had intended to land at Bob Riley Field, at Winner, South Dakota, which was about four miles away. Visual meteorological conditions prevailed at the time of the accident and no flight plan was filed.</p> <p>The pilot reported that he had trouble getting the engine started since he had to pull the propeller through twenty times before it started. After the engine run-up he departed the field to the southeast. He reported that during the initial climb he felt that the engine was not giving quite the full power he expected.</p> <p>During a telephone conversation, the pilot reported that he tried to check the magnetos and carburetor heat during the takeoff climb. He stated that he was not paying attention to what he was doing, and that he, "...basically just stalled it and spun it into the ground." He reported that it was pilot error without a doubt, and that he could have flown it down to the ground.</p> <p>He reported that he had owned the airplane for about a month. He had 30 hours total time in the airplane which included 10 hours of dual flight time.</p> <p>A witness reported that the wing and tail section were vibrating "pretty rough" during the takeoff from the stubble field. The witness reported that the airplane got up in the air pretty fast and did not use more than 100 yards during the ground run. He reported that the airplane banked hard left, and then cut back hard to the right before it went straight over and nosed straight in. The witness reported that the airplane had climbed about 150 feet.</p> <p>An Airworthiness Inspector from the Federal Aviation Administration examined the wreckage. He reported that after initial liftoff the airplane settled down near the ground, and then climbed in a nose high attitude. He reported that the aircraft stalled, spun, and impacted the ground almost vertically straight down. The highest altitude gained was 150 to 200 feet above ground level.</p> <p>The engine was examined and it had continuity and the compression checked normal. The wooden propeller was splintered and only about 16 inches of the propeller remained intact.</p>					
FACTUAL REPORT - AVIATION					

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CHI96LA069			
		Occurrence Date: 12/29/1995			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer TAYLORCRAFT		Model/Series BC-12 /BC-12		Serial Number 6498	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Tailwheel					
Amateur Built Acft? No	Number of Seats: 2	Certified Max Gross Wt.	1200 LBS	Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: CONTINENTAL	Model/Series: A65-8	Rated Power: 65 HP		
- Aircraft Inspection Information					
Type of Last Inspection Annual	Date of Last Inspection 01/1995	Time Since Last Inspection 73 Hours	Airframe Total Time 2434 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /	ELT Operated? Yes	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner MONTE L. HAY		Street Address 300 SW 8TH BOX A-1			
		City MADISON	State SD	Zip Code 57042	
Operator of Aircraft MONTE L. HAY		Street Address 300 SW 8TH BOX A-1			
		City MADISON	State SD	Zip Code 57042	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					
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First Pilot Information																																																																																																	
Name			City		State	Date of Birth	Age																																																																																										
			On File		On File		29																																																																																										
Sex: M	Seat Occupied: Front		Occupational Pilot? Unknown			Certificate Number:																																																																																											
Certificate(s): Private																																																																																																	
Airplane Rating(s): Single-engine Land																																																																																																	
Rotorcraft/Glider/LTA: None																																																																																																	
Instrument Rating(s): None																																																																																																	
Instructor Rating(s): None																																																																																																	
Current Biennial Flight Review?																																																																																																	
Medical Cert.: Class 3		Medical Cert. Status: Valid Medical--w/ waivers/lim.			Date of Last Medical Exam: 12/1994																																																																																												
<table border="1"> <thead> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>98</td> <td>28</td> <td>98</td> <td></td> <td>5</td> <td></td> <td>3</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instruction Received</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>35</td> <td>28</td> <td>35</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>10</td> <td>10</td> <td>10</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>3</td> <td>3</td> <td>3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>								- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	98	28	98		5		3				Pilot In Command(PIC)											Instructor											Instruction Received											Last 90 Days	35	28	35								Last 30 Days	10	10	10								Last 24 Hours	3	3	3							
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Seatbelt Used? Yes		Shoulder Harness Used? No			Toxicology Performed? No		Second Pilot? No																																																																																										
Flight Plan/Itinerary																																																																																																	
Type of Flight Plan Filed: None																																																																																																	
Departure Point		State		Airport Identifier		Departure Time		Time Zone																																																																																									
Same as Accident/Incident Location						1700		CST																																																																																									
Destination		State		Airport Identifier																																																																																													
WINNER AIRPORT		SD		SD39																																																																																													
Type of Clearance: None																																																																																																	
Type of Airspace: Class G																																																																																																	
Weather Information																																																																																																	
UAT C/S Source of Wx Information: No record of briefing																																																																																																	

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			Occurrence Type: Accident		

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
VTN	1656	CST	2579 Ft. MSL	50 NM	210 Deg. Mag.
Sky/Lowest Cloud Condition: Clear				0 Ft. AGL	Condition of Light: Day
Lowest Ceiling: None			0 Ft. AGL	Visibility: 10 SM	Altimeter: 29.00 "Hg
Temperature: 4 °C		Dew Point: -11 °C	Weather Conditions at Accident Site: Visual Conditions		
Wind Direction: 350		Wind Speed: 4		Wind Gusts:	
Visibility (RVR): 0 Ft.		Visibility (RVV) 0 SM			
Precip and/or Obscuration:					

Accident Information					
Aircraft Damage: Substantial		Aircraft Fire: None		Aircraft Explosion: None	

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	
First Pilot		1			1	
Second Pilot						
Student Pilot						
Flight Instructor						
Check Pilot						
Flight Engineer						
Cabin Attendants						
Other Crew						
Passengers						
- TOTAL ABOARD -		1			1	
Other Ground	0	0	0		0	
- GRAND TOTAL -	0	1	0		1	

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National Transportation Safety Board

FACTUAL REPORT
AVIATION

NTSB ID: CHI96LA069

Occurrence Date: 12/29/1995

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

JAMES P. SILLIMAN

Additional Persons Participating in This Accident/Incident Investigation:

PETE SHOULDIS
RAPID CITY, SD